

NORTHWEST

Contractor and Engineer

Volume I, Number 10

August, 1942

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Watertown (S.D.) Awarded Army Bombing Base Project

Construction of a "Satellite" bombing base at Watertown, S. D., at a cost of nearly \$500,000 has been approved by the war department, according to word from Washington.

The installation, to be built in connection with the Sioux City, Iowa, army air base, will involve construction of barracks and quarters for 600 men and 75 officers. Shop facilities for emergency repairs also are included in the expansion program.

At the same time, the war department also revealed it had ordered an expansion of the Fall River county ordnance depot at a cost in excess of two million dollars. No details of the expansion were made public.

Rapid City Contractors Bid on Dickinson Airport

Northwestern Engineering Co., Rapid City, S. D., submitted the only bid on improvements of the Dickinson, N. D., airport, according to Civil Aeronautics Authority officials.

The first bid of \$487,954 was more than \$100,000 higher than the preliminary estimated cost set for the project. The Rapid City firm's bid covered only paving of two runways, although the project also entails grading, draining and fencing of the field. Airport plans call for no building construction.

CAA officials say there has been no decision on acceptance of the bid.

Dickinson residents approved a \$15,000 bond issue March 24 to pay the city's share of the cost of the improved airport. After the war, the field is to be turned over to the city as municipal property.

Four Airport Developments Highlight Construction Scene

Projects at Mitchell, Minneapolis, Sioux Falls and Williston Included

Four airport projects in Minnesota, North and South Dakota occupied a portion of the construction scene during the first two weeks in August.

Crossroads



Proof that no matter how hard the job, American contractors still keep their humor is borne out by the signs on the post shown above: "Alaska Blvd. and Arctic Ave." Husky Ken. S. Gold, of St. Paul, Minn., former road equipment salesman is seen on the left with Bill Carsons, Canadian tractor representative "somewhere in the far north" on the Alaska highway.

The war department August 17 announced authorization for an air force installation at Mitchell, S. D., at a cost of \$400,000 not including purchase of 11,000 acres of land. Contract has been let to Henry Carlson Co., Sioux Falls, S. D., and Mayor Walt Dixon of Mitchell has been designated architect-engineer in charge of supervision for the war dept.

Williston Port

Two days later Representative Usher Burdick of North Dakota said all indications pointed toward war department acceptance of the Williston, N. D., airport—improvement of which has been undertaken with locally raised funds to make the field usable for army bombers—for war purposes. Burdick said the field would be accepted if "army officials decide it is strategically located for national defense.

Park board members and Minneapolis city councilmen were studying purchase of a site north of the city for exclusive use as an air freight terminal, to meet post-war needs of air freight transportation facilities. Cost of the project was variously estimated at from seven to eight million dollars.

Sioux Falls Contracts

The war department August 13 announced award of two contracts "for construction work in Minnehaha county, S. D.," and said the amount involved in each contract was between \$500,000 and \$1,000,000.

Henry Duinick and D. H. Gilchrist, Olivia, Minn., contractors, were awarded
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NORTHWEST CONTRACTOR AND ENGINEER

News of the Northwest's Highways, Airports and Engineering Construction

August, 1942

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August 28! Call for Bids! Covers \$619,430 in Jobs

6.9 Miles of Highways, Erection of Two Old Bridges at New Sites Included

Bids covering improvement of 6.9 miles of highways and two bridges at an estimated cost of \$619,430 will be opened by the Minnesota Highway Department August 28.

The work, in four counties, calls for paving and grading of 5.1 miles of highway and 1.8 miles of grading, stabilized aggregate base and bituminous wearing surface as well as the erection of two used low truss steel bridges which have been stored by the highway department.

Access Roads Included

Largest share of the work to be let lies in Dakota county, and will provide speedier access roads to the Rosemount ordnance plant. The projects include grading and graveling for 2.3 miles of T. H. 52 between the junction of T. H. 55 and 1½ miles north of Coates, and grading and paving for 1.6 miles between the north and south junctions of T. H. 55 and T. H. 88. The former job entails 185,807 cubic yards of excavation, 30,878 square yards of concrete pavement and 4,148 cubic yards of gravel shoulders. The latter includes 110,561 cubic yards of excavation, 22,223 square yards of concrete pavement and 1,315 cubic yards of concrete shoulders.

The remainder of the paving is 1.2 miles of T. H. 8 in Hennepin county between the junction of Stinson boulevard in Minneapolis and the junction of T. H. 8, comprising 21,975 cubic yards of excavation and 27,076 square yards of concrete pavement.

Winona County Bridges

Bridge projects covered in the letting are both in Winona county and cross branches of the Whitewater river. Bridge 5976 on T. H. 74 is an old 65-foot low truss span to be erected across the north branch of the Whitewater nine miles north of St. Charles. The span and approaches will total 125 feet in length, the approaches being built as part of the construction project.

Bridge 5977, also on T. H. 74 but across the middle branch of the Whitewater river, is a 65-foot low truss span located 8½ miles north of St. Charles.

New approaches to the structure also must be built.

The grading, stabilized aggregate base and bituminous wearing surface contract is for 1.8 miles of T. H. 96 between 1,000 feet east of Hamline avenue and the junction of T. H. 149. The project includes 164,540 cubic yards of excavation, 4,875 cubic yards of sand gravel fill, 8,115 cubic yards of stabilized gravel base, 13,800 gallons of MC-0 bituminous material, 58,600 gallons of RT-6 or RT-7 bituminous material and 3,253 tons of mineral aggregate.

St. Louis County Board Won't Cut Highway Funds

St. Louis county, Minn., commissioners have voted not to curb the county's road program for 1942 and 1943.

The action came after Commissioners Leonard I. Theobald and Arthur G. Schadewald had urged cutting of the construction program by \$42,200 and freezing of all construction work in

(Continued on page 24)

Lake Resigns Post With Highway Dept.

James H. Lake, South Dakota highway commissioner since January, 1939, is slated to resign the latter part of August to accept an appointment as city manager of Rapid City, S. D., his home.

He announced his plans to resign late in July. He joined the state highway department after his graduation from Iowa State college, Ames, Iowa, and served until 1924 as resident engineer in northeastern counties in the state. He became resident engineer in the Black Hills area in April, 1925, and two years and one month later was promoted to district engineer of the area.

He served as state highway engineer from 1931-1933 and again in 1937, before his appointment to the job he is to resign.

Governor Harlan Bushfield's office says a successor for the \$2,400 a year job will be announced later.

Repair Parts Granted Equipment Distributors

Dean C. Gallagher, chief of the War Production Board's maintenance and repair branch, has ruled that preference rating order P-100 includes the repair of construction equipment in the hands of distributors.

In a letter to the AED who had requested the ruling, Gallagher made it possible for distributors rebuilding construction machinery urgently needed in furthering the war effort to obtain repair parts more readily. His interpretation of the order removed a previous restriction against use of the order to repair equipment for sale.

Engineers and Surveyors to Hold One-Day Outing

War Cuts Annual Event to One-Day Outing; Full Program Scheduled by Committee

War has had its effect on the annual fall stag of the Minnesota Surveyors' and Engineers' Society, which this year will be held near Minneapolis at the Golden Valley golf club Thursday, September 17.

In years past, this affair, which is attended by men from all over the state, has been held with but one exception in the northern part of the state. This year the committee, while holding the meeting to but one day duration, are laying plans for a program that will be chuck-full of action from the time the first man gets there, right thru the day till late wee hours arrive. A smorgasbord feed at seventy-five cents at noon and the evening banquet at two dollars a plate will be money well invested.

The full line of sports will be available, such as golf, trap-shooting, quoits, and many of the other well liked games for those who like 'em. Invitations are now being sent out with tickets for the banquet, so lay your plans now for this annual get-together that should go down in history as one of the fastest moving yet held.

General Chairman is Bud Olson, pinch-hitting for Nels Johnson, who is on leave of absence from the highway department on a defense project. Members of the committees in charge of arrangements for the outing are Walt H. Puhlman, trap shooting; Bob Stebbins, ticket sales; Rudy Hoffmann and B. C. Galpin, prizes; Bob Stebbins, publicity; Geo. Allen, G. G. Gladman, Bill Hunter, Myron L. Jones and H. G. Nicholson, arrangements; Chris Aasland, miscellaneous sports; Kenneth Mason and Hugh Gage, golf.

Essential Traffic**must be speeded safely**

Nothing must interfere with the safe, rapid transportation of war materials . . . with the travel of war workers between their homes and jobs. That's why it's of utmost importance to plan *now* for keeping roads clear and free from ice next winter.

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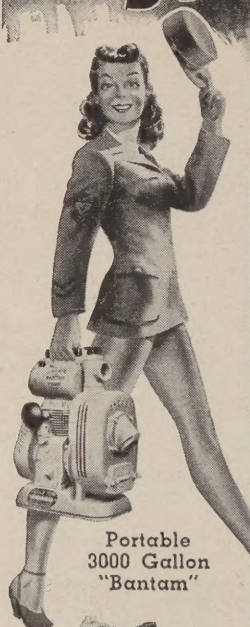
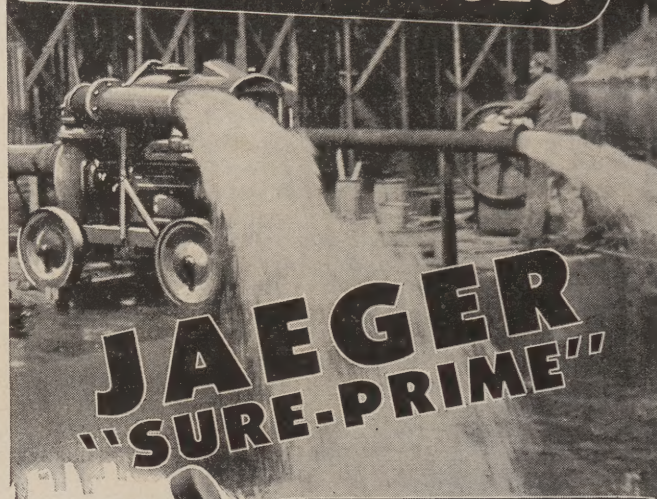
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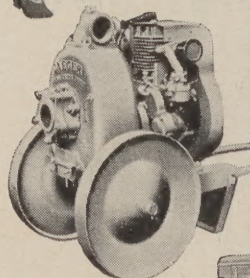
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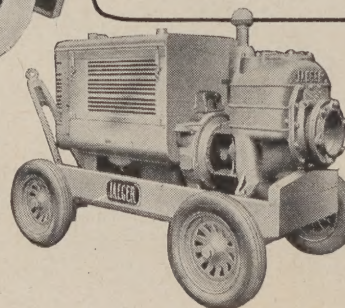


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South of the Muskwa

Another of the Series of Photographs From the Alaska Highway

The Alaska Highway has assumed new meaning since the last two pages of pictures of men and machinery on the highway appeared.

Winston Churchill and Franklin D. Roosevelt have met in Quebec to plan intensification of the war against Japan. One of the focal points of that war will be Alaska—and the northwest contractors on the Alaskan highway are playing a vital part in preparing Alaska for her part in the offensive.

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Over the highway will flow a never-ending stream of supplies, military equipment and materiel. The battle that the contractors are having to push the road into shape is as much a part of the war against Japan as was the occupation of Kiska and Amchitka.

These Minnesotans are on the job, playing an integral part in the battle of the highway:

1. The blast is good enough to have been caused by an enemy bomb, but it wasn't. A charge of dynamite makes little impression on a jam threatening one of the temporary bridges across the Muskwa river. 2. Bill Bates, senior staff officer of the Okes Construction Co., St. Paul, asks W. J. Nelson, PRA supervising engineer in charge of the Fort St. John-Fort Nelson section, a heavy question. The photograph was taken at the Okes base camp at Fort St. John. Nelson was formerly with the PRA in Minnesota. 3. Crews speed construction of this laminated timber culvert just one jump ahead of the fill. The culvert is constructed on the spot. This type of culvert is finding extensive use on the highway. 4. A Northwest 1½ yard shovel "floats" up the highway from the Okes base camp on a La Crosse heavy duty trailer, pulled by a White six-wheeler powered by a Cummins Diesel 125 horsepower engine. The pusher is an F W D. The equipment is headed toward the Dunnigan Construction Co. job. 5. Inset shows W. J. Volden, of the contracting firm of Sorenson and Volden, Albert Lea. 6. The Muskwa river bridge is out, maybe for a day, maybe for several days. Here's the traffic jam that results. Before the bridge could be reopened, a string of trucks two miles long was waiting to pass. The drivers apparently were prepared for anything—the front trucker has even staked out his tent behind his rig.

7. Here's a rare sight on the highway—a woman. Mrs. Adolph Olson of Marshall, wife of a prominent Northwest contractor whose firm, Reese and Olson, has seen action on a good section of the southern part of the high-

way. 8. Up the grade comes this Galion Model 101, working on the Southern Minnesota Contractors portion of the highway. The operator is Arthur Blom of Lyle. 9. A Laminex Creosoted Wood Box Culvert furnished by the Wheeler Lumber Bridge and Supply Company of Minneapolis is ready for the fill on the new right-of-way, Brown and Leguil section. 10. Ready to leave the Edmonton, Alberta, airport for their job on the highway are Mike Welch, Annandale, and Dave Layser, Minneapolis, both members of the firm of Adolphson, Huse, Layser and Welch. 11. A Caterpillar RD-8 and LeTourneau scraper take a bite of dirt on the British Columbia sector job of Reese and Olson. Operator is Roman Witzman. 12. Victor Corron, road contractor from Buffalo who is serving as general superintendent of equipment for M. G. Astleford, and Henry Pabst of Hutchinson, resident engineer for P R A, stop for the NWC&E photographer as they step from a mess hall at the Astleford camp. They look well fed.

13. Two members of the army's "Highway Patrol" put the "pinch" on Adolph Olson. But Pfc. Everett Hurt, from Mississippi, and Corp. Jack Johnson, from Tennessee, admit the horseplay is all in fun. 14. Rainy weather and slippery roads put this FWD, with a tractor and Baker Bulldozer aboard, into a soft spot in the ditch. 15. Too many cooks don't spoil the soup at the Astleford camp. Axel Olson, head cook at the camp, sees to it that even the soup is good. He's the man in the low-slung apron in the center of the picture. He's surrounded by his "able assistants." 16. The Edmonton staff of Okes Construction Co. at their "hotel" include Ken S. Gold, Edmonton manager; Mrs. Ella King, office staff; Bill Graves and Irving Whitmore. 17. Ross Gilkinson, resident engineer of the PRA, Rochester, and Chris Sorenson of Volden and Sorenson, arrive at the company's camp after a day on the road. 18. Here's the U.S.E.D. staff at Fort Nelson: J. P. Newell, area equipment inspector; Mrs. J. B. Douglas, office clerk; Lt. Colonel A. H. Griffin, area engineer; Captain Theo. B. White, assistant area engineer; and the "better half" of the J. B. Douglas combination, who serves as area office engineer. That's not a real wolf that Captain White is holding—it's "Muskwa," an eight-months-old mixed Husky, Wolf and Indian dog. 19. Jack Pedersen, of Pedersen Brothers, bridge builders from Montevideo, didn't know this candid shot was being taken.

Iowa Contractor Gets Commission in Seabees

H. J. Cowan, of Cowan & Son, general contractors at Algona, Iowa, has been commissioned a lieutenant (jg) in the navy's Seabees. He is now on duty at Williamsburg, Va. The Cowans' Iowa office will close October 1, pending return of Lieutenant Cowan after the war.

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Calls For Bids—

Koochiching county, International Falls, Minn., October 5th, 3:00 p. m., for one to three new or used trucks from 1½ to 2½ tons. Otis H. Gordon, county auditor.

Richland county, Wahpeton, N. D., 10:00 a. m., Oct. 7th, opens bids for 1 heavy duty pneumatic tired trailer; 1 pneumatic or steel tired tractor; 1 two or three bottom plow. All equipment either new or used. Odin Wold, county auditor.

Monona county, Onawa, Iowa, opens bids Oct. 1st, 2:00 p. m., on erecting 200 ft. steel truss bridge across Soldier Valley Drainage ditch. Gerald Thomson, county auditor.

City of Cedar Rapids, Iowa, 10:00 a. m., Sept. 23rd, for material and labor for con-

struction concrete walks and driveways in Ellis Park. Maude M. Krebs, city clerk.

City of East Grand Forks, Minn., 8:00 p. m., Sept. 24th, for construction of two blocks of six inch water main. A. G. Rand, city clerk.

Richland county, Wahpeton, N. D., 9:00 a. m. MWT., Sept. 25th for cleaning of 8,800 feet of Galchutt ditch No. 4. Odin J. Wold, county auditor.

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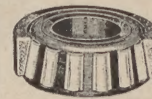
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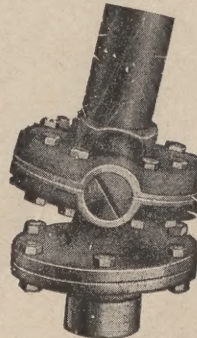
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